

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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regulations issued by
the Ministry of Shipping and the Central Administration of the Polish
Merchant Marine (CZPMH):

1. Decree on employment in Polish merchant ships in international shipping.

a. Art. 15., para. 1.: It is stated therein that "if, during the voyage, the crew should be reduced in numbers, each member of the crew is obliged to perform some suitable additional work against additional pay." This regulation is completely disregarded in the Polish Merchant Marine. Due to the shortage of manpower, ships of the Polish Shipping Lines are always sailing with smaller crews than specified in the agreement between the shipbroker and the trade union. In spite of the rule, the crews never receive extra pay for performing the duties of the missing crew members.

b. Art. 17., para. 1.: "Members of the crew have the right and the duty to train themselves in order to increase their vocational qualifications and their social consciousness (swiadomosc obywatelska)." The Central Administration of the Polish Merchant Marine lays great stress on this paragraph and especially on the training of "social consciousness", but the training proceeds with great difficulty. Vocational training takes place only on the large ships, and only on those which sail on long voyages. In ships on short-distance routes there is no training at all. The Polish Ocean Lines observe the orders regarding vocational training, but the Polish Shipping Lines pay no attention to them.

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25 YEAR RE-REVIEW

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- c. Art. 20., para. 1.: "Members of the crew are entitled to uniforms against payment of 50 percent costs." So far, this article has not been implemented, as neither officers nor crew members are issued uniforms, although they have asked for them repeatedly, especially warm working outfits.
- d. Art. 24.: discusses the length of holiday leave. This rule is also disregarded because both P.L.O. (Polish Ocean Lines) and P.Z.M. (Polish Steamship Company) invariably make shortage of manpower their excuse, and do not grant leave due. Leave is not transferable from one year to another, and endeavors to have non-used leave treated as overtime and paid additionally have failed so far, although this is always being promised to the crew.

2. Instruction on use of fuel and lubricants aboard ships of the Polish Merchant Marine.

This deals with taking coal aboard ship, storage of coal, and taking aboard liquid fuel and lubricants. In addition, the instruction gives classification tables of Polish and foreign coal.

3. Instruction concerning drawing up of reports on voyages of Polish merchant ships.

Such reports are aimed at helping to place ships on the "competition list". The exception are captains who are trying to curry favor with the Party and wish to achieve the title of "shock workers" (przodownik pracy). These individuals make out reports giving figures which are untrue, and even these are not checked subsequently. For this reason any publicity given to a certain ship, for having achieved a specified ratio of work in excess of the norm, rarely corresponds to the true conditions and should be regarded with great reserve.

4. Circular concerning the mobilization of ships' crews for a struggle to lower overheads.

This is dated 1952 and is associated with the premise of the Six-Year Plan. It calls for economies in handling fuel and materials, as also for raising productivity and the liquidation of waste.

5. Regulation No. 39, concerning the recording and control of materials necessary for the protection of cargoes carried.

6. Regulation dealing with fire-prevention measures in ships.

7. Circular No. 285., dealing with the control of persons boarding ships. Although this circular is dated March 1950, the principles laid down therein are still in force, except that the person now responsible for keeping gangway pass-books (ksiazki trapowe) and their checking is the Cultural Officer and not, as given in the circular, the First Officer.

8. Statements on the consumption of fuel by Polish merchant ships in 1953. This statement contains the following columns: Name of ship, her speed, and consumption of fuel when sailing and during stoppage.

9. Circular No. 16., dealing with procedure in case of damage to ship.

10. Regulation of the Minister of Shipping concerning the increase of supervision of shipping safety measures. This points out that safety regulations are frequently neglected due to the non-observance of the regulations issued by the Maritime Offices.

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